Report Filed by Gen. Black.

Gen. Binck's report, which was filed with the Federal Shipping Board, states: "The charges per berth for piers before the war were between \$50 and \$100 a day, averaging between \$80 and \$90 a day. I am giving here a few examples of the rates now charged." This report was made in June, 1920. Practically the same leases hold to-day. The cases cited are as follows:
"Pier on Manhattan shore, Hudson, 450x80 feet, leased from the city for \$45,000 a year. It has two berths. The cost to the lessee is \$66.67 for each berth per day. The charge made by the lessee for berthing at this pier is \$200 to \$250 a day. This was charged the Shipping Board.
"Pier 651x103 feet, which is leased at \$110,000 a year, or a cost per berth per Gen. Black's report, which was filed

rate of \$300.

"Pier \$42x50 feet, municipally owned.
is leased for \$38,380. That means \$53,30
per berth per day. The Shipping Board
is charged \$350 per berth per day.

is charged \$550 per berth per day.

"Pier, covered, \$44x60 feet, municipally owned, is rented for \$77,000 a year. This is \$57.47 per berth per day, and the charge for berthing is \$250.

"Pier costing its lessee \$34.45 a day, and the berthing charge is \$225. There is another case where the cost to the lessee is \$48.48 per day, and the berthing charge is \$225.

"Another case, the cost to the lessee is \$53.47, and the charge is \$350 to \$500.

"Another case, the berth costs the lessee \$104.17, and the berthing charge is \$200 to \$225, \$250 to \$350, up to \$450

a dey.

"There is another pier owned by the city and leased at \$33,000 per year, which has two berths, making the cost \$45.84 per day, and the charges by the lessee are \$300 a day."

Accompanying Gen. Black's report is a detailed chart covering twenty-five municipal piers which are leased to shipping companies and individuals and sublessed. The average rental per berth.

leased. The average rental per berth obtained by the city is about \$55. The average day charge made by the lessee a about \$225.

Showing what happens to shippers, Gen. Black in his report tells of a Ship-ping Board vessel which entered this harbor for ballast and took on a gengo. It cost the Government
to load that one cargo. Gen.
at states he was informed by a
hat he had saved \$10,000 on
by sending his ship to Baltiload. The report continues:
almed that the harbor here

"That means a tremendous increase in the cost of transportation that situation involves. You take any ship which comes in loaded with freight, 50 per cent, of the stuff for Manhattan, she should have a berth in Manhattan because her material can then be handled most economically to its destination by

and must be handled twis, one into the lighter to the handled twis come in the cost of the lighter to the handled twis, one into the handled twis, one into

tire pier. This is an average case, if privately owned naturally revenu

entire pier. This is an average case. Some of the piers have accommodations for four ships, two on each side. That pier would turn in a profit of \$600 a day. If a pier were rented out on this basis for even 100 days in the year the profit on each would range somewhere above \$50,000. It is regarded as reasonable to suppose that some piers have and coffee. The least he could get a berth for in this port was \$375 a day, able to suppose that some piers have and to that the trouble with the excessmade profits as high as \$75,000 to \$100,000 a year for their leases.

the excessive trucking charger and all the other charges and you will see what is the matter with New York."

Further documentary evidence in the hands of the Meyer committee dealing with pier leases includes correspondence between the International Maritime Corporation, the United States Shipping Board and the Tropical Steamship Corporation. This deals with Pier 2 and Pier 31, North River.

\$300 a Day to Shipping Board. Steamships belonging to the Shipping Board occupied the berth on the north 450,800 feet, leased from the city for \$450,800 a year. It has two berths. The cost to the lessee is \$66.67 for each berth per day. The charge made by the lessee for berthing at this pier is \$200 to \$250 a day. This was charged the Shipping Board.
"Pier 657x103 feet, which is leased at \$110,000 a year, or a cost per berth per day of \$152. That is charged for at the rate of \$360.

costs.
Statements in these letters show that the Tropical company paid \$83,990 to Carroll, Hagan & Carroll for Pier 2 and \$83 445 to the United States Transport Company for Pier 31. Charges made against vessels obtaining berths at these piers amounted to \$198,658. The amount paid by the Shipping Board

Ages Vive Seving Conserved on the product of the seving of the seving of the product of the seving of the seving of the product of the seving of the seving of the seving of the product of the seving of the seving

The Board of Education at its regu-lar meeting yesterday called upon C.

B. J. Snyder. Superintendent of School Buildings, to report on the number of Buildings, to report on the number of and unprofitable, don't you?"

CITY LOSES HEAVILY IN PIER LEASE PLAN

Hulbert Calls Method of Operating Inadequate, Unfair and Unprofitable.

NEW LESSEES SUFFER

Must Pay Rentals Three or Four Times Larger Than Old Leaseholders.

FIRE PERIL DISREGARDED

Superintendent Snyder Testifies to His Repeated Warnings of School Disaster.

Small revenue is derived by New

"You adhere to it?"

"At last I have a chance to get in one word—I answer 'No."

"There is a lot more I can tell you." the witness said a moment later, at the end of another speech, but Mr. Brown threw up his hands and said: "No. don't; I don't dare to start you again." Through the course of these addresses for two hours the committee obtained little information regarding piers. Finally, Mr. Brown said:

"You adhere to it?"

"I notice you say, 'Why paint and renovate the interior of a building when there are essential items of fire prevention work to be performed, which would naturally operate to safeguard life and icasen fire risk."

"You state further. I would earnestly recommend that the Board of Estimate and Apportionment, stating the stern necessity of prompt and unprofitable, don't you?"

"I think it works out that way," the witness said.

"When you use the word operation you have an entirely different thought in mind from what I have."
"You tell me what thought I have in mind and I will tell you whether you are correct." Mr. Brown said with a

laugh.

When Mr. Brown insisted that the Commissioner get down to answering a question at one time Mr. Hulbert said:

"Some of us want to get at the sum without knowing how the example is done; that is the way with my little girl when she comes home from school. She wants to know the answer without knowing how to do it."

"I thank you for comparing me with your little girl; I like it. It shows you must think a lot of me," Mr. Brown said.

said.

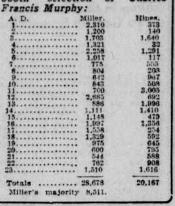
According to Tax Department figures the value of the piers is about \$212,000.000, but the commissioner disputed those figures and said he had been trying for years to get an accurate valuation Operating expenses of the department were shown to have increased from \$510,000 in 1917 to \$1,202,000 in 1920, but this will be reduced by 10 per cent. cut in wages and 30 per cent cut in costs of supplies for next year. The gross revenue increased 24 per cent. While he did not want to take too much credit to himself Mr. Hulbert admitted he thought he had done more than any one for harbor development.

Would Have No Leases.

"If I had my way the city would acquire the whole waterfront property and there would be no leases," the witness

How Hines Hit Murphy

THE following table shows what THE following table shows what a dent was made in the "straight Murphy" vote by James J. Hines, running for the Democratic nonsination for President of the Borough of Manhattan against Julius Miller, the "phone booth" selection of Charles Francis Murphy:



HINES TO APPEAL FOR YOTE RECOUNT

Continued from First Page.

TEMPORARY RATE

MAY CUT \$1.40 GAS

MAY CUT \$1.40 GA

Third district, fronting on the Hudson, between Fortieth and Tenth streets, which is led by Charles Cuikin, Charles Dalton and Frank Goodwin. Hines claims to have carried the Cuikin end of the district and Hines workers say

of the district and Hines workers say that Culkin displayed a very generous lethargy regarding the outcome.

The Seventh district, fronting on the Hudson between Sixty-third and Eishty-sixth streets, and presided over by James Hagan, is doubtful.

"Did you get any help from any of Murphy's district leaders?" Hines was asked.

"Not a bit." he said. "Many of them

Murphy's district leaders." Hines was asked.

"Not a bit." he said. "Many of them indicated they would like to help me and some that they would, but Murphy issued his orders and they shivered when they heard their master's voice."

While Hines is preparing his courtactions to-day his workers will be busy with the organization of a boroughwide Anti-Murphy League, which is to have its headquarters at Hines's club, the Monongahela, at 112th street and Manhattan avenue. That will be the organization under which his right will be fought if he succeeds in getting on the ticket, and if not will be maintained as a permanent organization against Murphy.

Regarding the alleged frauds, Hines

as a permanent organization against Murphy.

Regarding the alleged frauds, Hines said that he has evidence enough already to "send a lot of people to jail."

'I hate to see any underlings get hurt in this thing.' Hines said, "so you can say for me that if anybody wants to get out from under they better begin to move now, because I am coming sand I am coming hard. That is not a threat. It is notice that I am going to carry out my somem duty, which the vote of my friends has entrusted to me—that of ridding the Democratic party of Murphy."

Claims Wholesale Forgeries.



Via S.S. Paris

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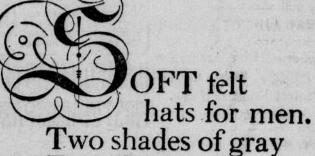
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